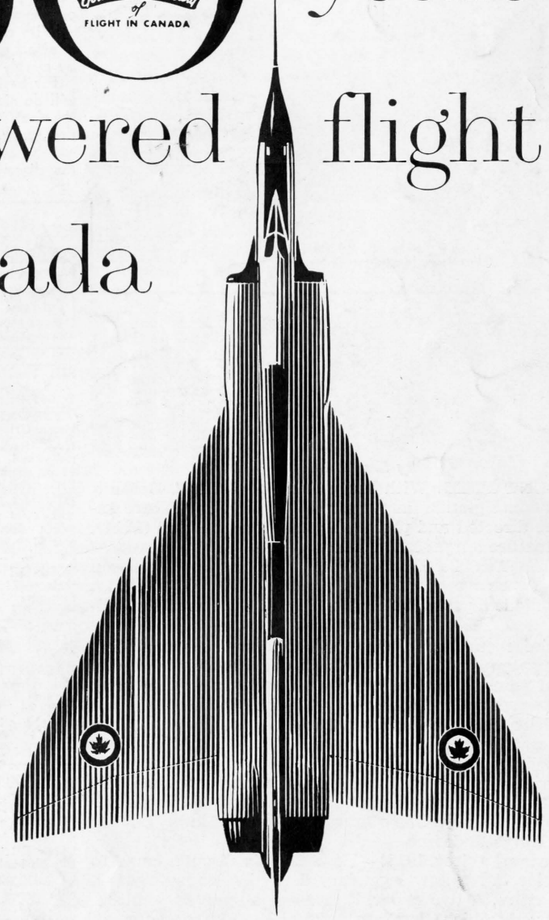
First 50 years of powered flight in Canada

1909 1959 — Golden Anniversary of FLIGHT IN CANADA

1909-1959

From the DART in 1909 to the Arrow in 1959 a pattern of aeronautical accomplishment has been dramatically recorded in Canada. The past half century of Canada's growth and increasing stature has been greatly accelerated by the swift and vigorous momentum of the men and machines of the Air Age.

Well established in the Jet Age, Canada's aeronautical resources will continue to meet the urgent requirements of a nation on wings.



AVRO AIRCRAFT LIMITED — AVRO AIRCRAFT

MEMBER: A.V. ROE CANADA LIMITED & THE HAWKER SIDDELEY GROUP

AVRO AIRCRAFT

Avro NEWSMAGAZINE

1909 1959 — Golden Anniversary of FLIGHT IN CANADA

VOL. 5, NO. 2 | PUBLISHED TWICE MONTHLY BY AVRO AIRCRAFT LIMITED | JANUARY 30, 1959

Winter Flight Preparations In Canada — 50 Years Apart

FROM DART TO ARROW theme of Golden Anniversary of Flight in Canada is graphically shown in the two photographs above which were taken nearly 50 years apart. Last week as Arrow number three underwent pre-flight checks on the Avro flight line, *Newsmagazine* photographer Verne Morse recorded the scene which included a USAF F-102 and a CF-100, two NORAD interceptors currently in service. INSET is Alexander Graham Bell's Silver Dart on the ice of Bras D'Or Lake in Nova Scotia 50 years ago with J. A. D. McCurdy at the controls while skate-shod handlers prepare it for the first flight in Canada

Briefly Speaking...

The Arrow film "Supersonic Sentinel", which is circulated by the Public Relations Dept., has averaged at least one showing per day since it was released three months ago. The film describes the design, development, manufacture and flight test of the Arrow.

* * *

The following excerpt from the January issue of **Design Engineering** may interest Avroites in that it illustrates uniquely the interest of a technical group in the Arrow public relations film that was produced by Avro's photographic department.

"An interesting film show preceded the lecture by John B. Burk of Atlas Steels Limited on "Trends in Stainless Steel" at the last meeting of this Society. Called "Supersonic Sentinel," the film gave development details of the Avro Arrow. Included were such items as:

"The electronically controlled skin-mill for machining the wing skin-stiffeners; flight test spinning models; testing the Iroquois on the B47; wooden mock-up for checking windshield design; rigs for testing the fuel system, the flying controls and the air-conditioning and electrical systems; the Martin-Baker ejection seat; the 1/8 scale models for checking drag and stability (attached to a Nike rocket booster); the kine-theodolite cameras and radar used to collect flight data. In all, a very good evening."

* * *

Arrow number five completed a 40-minute maiden flight recently and is now in D1 Experimental hangar being prepared for its place in the flight test program.

* * *

Aviation Week contends that the USAF in future will not procure fighters with less than two engines. Better probability of survival and more reliability offered by multi-engined design are considered essential because of the high cost and performance of upcoming designs.

Avro Avro NEWSMAGAZINE

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Hawker Siddeley's Year of Consolidation

Sir Thomas Sopwith Reports Good Progress

Sir Thomas Sopwith, Chairman of the Board of the Hawker Siddeley Group reported a year of progress and consolidation in his statement to the 23rd Annual General Meeting of the Company.

"Some months ago", Sir Thomas pointed out, "an American survey classified our Company as the twelfth largest industrial organisation in the world, outside the United States. When one considers that our assets now exceed $550 million, our annual sales are running in excess of $700 million and our employees number around 100,000, our position and our responsibility as a world leader in industry comes into perspective."

Profits Ploughed Back

Dealing with Canada first, Sir Thomas disclosed for the first time details of HSG investment in Canada. This is shown at cost which was $36,574,960. It is interesting to compare this figure with the Hawker Siddeley share of the Canadian net assets which now amounts to $82,-121,354.

"This remarkable growth has arisen" he said, "because our profits earned in Canada have been ploughed back into the business."

Sir Thomas went on to say: "Our Canadian venture started in 1945. At that time there were many who thought that our move into Canada was too venturesome. They had too little knowledge of, and too little faith in, the emerging new giant of the Western World. I am sure you will agree with me that our Canadian venture has been a remarkable success.

"The major event of the year in Canada was the acquisition of 77 per cent controlling interest in Dosco, the Dominion Steel and Coal Corporation Ltd. of Canada. This acquisition reduced our interest in A. V. Roe Canada Ltd., the Canadian holding company, to 58 per cent. The effect has been to bring into our Canadian subsidiary a large and welcome body of Canadian shareholders, and certainly all of us must agree that this is a very good thing."

Aviation Interests Merged

Regarding aviation, Sir Thomas said: "All our aviation interests have been merged into one new Aviation Division. To give you a picture of the strength of this new Division, I can do no better than to tell you that of the 182 aircraft flying at 1958 Farnborough Air Show, the show window of British aviation, no fewer than 129 came from Hawker Siddeley.

"We have provided the Royal Air Force with its only day interceptor, the Hawker Hunter; the only all-weather fighter, the Gloster Javelin; and its most potent V-bomber, the Avro Vulcan. At sea, the Avro Shackleton III serving with the R.A.F. Coastal Command is recognised as the most effective maritime reconnaissance aircraft in the world, and the Armstrong Whitworth Sea Hawk is in front line service with the Fleet Air Arm.

"Apart from our notable contribution to Britain's defensive power, Hawker Siddeley aircraft, including the Avro 'CF 100', are helping NATO and other countries of the Free World with the means to defend themselves. The Hawker Hunter alone is in service with a dozen different air forces.

"All our aviation companies maintained a high level of production during the year under review and they are still busy turning out 'Vulcans', 'Hunters', 'Shackletons' and 'Javelins'. Our order book, both home and export, is substantial."

Sir Thomas referred to HSG's interests in the guided missile field when he said: "The Group, of course, has interests in the Guided Missile field and already has a number of notable successes to its credit with the Armstrong Whitworth Seaslug for the Royal Navy and the rocket motor developed by Armstrong Siddeley to power the Black Knight. In addition, the Avro Stand Off Bomb, a guided missile to be launched from the V-bombers, is actively being developed.

Confidence In Future

"Your Board is still of the opinion that manned aircraft will be required for military purposes for a number of years to come and there is large support for this view at the top level of informed military circles both in Europe and North America.

"In Canada our new supersonic fighter, the Arrow, has exceeded expectations in performance and we are hopeful that this will lead to additional production orders from the Canadian Government in due course. Our new Canadian engine, the Iroquois, is also developing very well."

Speaking of the future, Sir Thomas said: "I feel strongly that we in the Hawker Siddeley Group can look to the future with confidence because we are dealing from great strength. Our business is now diversified to such an extent that it covers coal, iron, steel, alloys, and a very wide field of heavy engineering and power plant as well as aviation, so that we have within our Group not only tremendous resources but also the strength of great diversification."

"Defence vs Defense" Spelling Differences In RCAF And USAF

This commentary on the running battle between the Concise Oxford and Webster dictionaries comes from the Office of Information Services, 64th Air Division (Defense) Headquarters, Pepperrell Air Force Base, St. John's, Newfoundland.—Editor.

United States' Armed Forces serving in Canada learn much of their northern neighbors. Among the national characteristics which frequently affect the Air Force is the Canadian system of spelling, which generally follows the British system.

The following are some of the niceties practised by the air Force in writing of and for the Canadians:

Both the RCAF and the USAF carefully maintain the "defence vs defense" distinction in official booklets, regulations, instructions and letters. Aside from the courtesy of acknowledging the other fellow's way of doing things, it helps also to identify whom one is talking about.

Use Own Spelling

In writing to the Canadians we use our own spelling, except when we refer to such things as their official designations for units, i.e., "RCAF Air Defence Command", but use "air defense" in general discussion. The distinction is preserved in the DOD-DND (U.S. Department of Defense—Canada's Department of National Defence) abbreviating.

In the United States, the Ground Observer Corps is usually shortened to GOC. In Canada, however, it is GObC, because of the Canadian term GOC for General Officer Commanding.

All USAF leaders of formations down to squadron level are titled "Commander". (There are two exceptions; both the Strategic Air Command and the Canadian-U.S. joint service North American Air Defense Command have Commanders-in-Chief). In the RCAF, each echelon has its own title form. Their major air commands are headed by an "Air Officer Commanding". Lower echelons are successively "Commanding Officer" and "Officer Commanding".

When our pilots land C-47s at RCAF

(Continued on Page 4)

Liability Insurance Best Bet When Getting '59 Licence Plates

Payment of the additional $5 fee (upon failure to produce proof of motor vehicle liability insurance when obtaining 1959 motor vehicle licenses) **does not relieve the motorist of liability** in any way, points out N. E. Kindell, Secretary of Avro Aircraft.

"This question has been brought up by some people here at Avro as a result of an unusual number of auto accidents in recent weeks in which Avroite drivers and passengers have been involved." Mr. Kindell said, "All Avroites should be reminded that this $5 fee **does not** represent an insurance premium, it is simply a penalty imposed on those who insist on owing or operating a motor vehicle without liability insurance."

He said a motorist must show proof he carries insurance covering at least $10,000 for death or injury to one person, $20,000 for death or injury to two or more persons, and $5,000 for damages to property. Failure to prove this insurance coverage means a $5 fee, which goes to the Unsatisfied Judgment Fund for the benefit of victims of the uninsured driver. The maximum amounts which may be claimed from the Fund have been increased to $10,000 for death or injury to one person, $20,-000 for death or injury to two or more persons in any one accident and $2,000 for damage to property. Victims of the hit-and-run driver are still without recourse to the Fund for property damage however.

CAI To Hold Special Anniversary Meeting

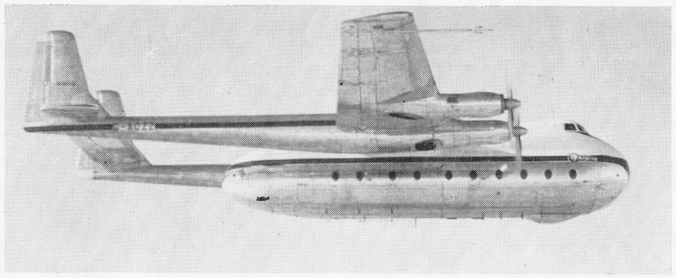
The Canadian Aeronautical Institute is holding a special anniversary meeting (commemorating 50 years of powered flight in Canada) on Monday, February 23, and Tuesday, February 24 at the Queen Elizabeth Hotel in Montreal. At the dinner, to be held Monday evening, the guest of honour and principal speaker will be The Right Honourable Vincent Massey, and the special guest will be The Honourable J. A. D. McCurdy who made the historic first Canadian flight.

J. C. Floyd, Avro's Vice-President Engineering, will be Chairman of a technical discussion on Space Flight taking place on the Monday. Other technical sessions will be held on Atmospheric Flight, Propulsion, and Satellites.

Appointments Announced

J. A. Morley, Vice President Sales & Service has announced the following appointments in that division: Irv. Liss has been appointed to the position of Arrow Weapon System Co-ordinator, with the following people assisting him in co-ordinating the various activities in the Arrow Program:—Ian Craig—Assistant A.W.S.C. Programs; Lloyd Fricker—Assistant A.W.S.C. Technical; Ken Knowlton — Assistant A.W.S.C. Support.

As a result of these changes, W. R. (Bill) Stephens will resume his previous duties as Sales Engineering Manager.



Argosy Makes First Flight—Breaks Production Records

Aircraft production records were broken early this month when Britain's new Argosy turboprop freightercoach made its first flight at the airfield of Sir W. G. Armstrong Whitworth Aircraft Ltd. at Bitteswell, Leicestershire.

Stating that the Argosy ushered in a new era of "flying without frills," Sir Roy Dobson, Managing Director of the Hawker Siddeley Group, said:

"We are very proud indeed of the production records set by Armstrong Whitworth with our new Argosy freightercoach. It is only 28 months since we gave the go ahead to this private venture of our Aviation Division. It is only 23 months since the first drawings were issued, and we hope to be ready to deliver the first aircraft to the first buyer this year. The Argosy is an economical 300-mph air transport, suitable for coach passenger or freight, civil or military. It ushers in a new era of flying without frills."

The big twin-boom pressurised turboprop freightercoach can carry 80 coach class passengers or 13½ short tons of freight. Initially ten aircraft plus two complete aircraft for structure and fatigue tests are in production at Armstrong Witworth's Coventry plant.

PRIZEWINNERS at the second annual Avro Aircraft Ten Year Club Dance held recently at the Palace Pier are shown above with their wives and their loot. From left to right are: Bill Fraser, Jim Graham, Doug McCall, Don Ridler, Bart Watson, Les Burton, Frank Danby, Stan Tattock, Bill Etherington, Johnny Brooks, John Ewing and George Levitt. The dance committee reports a big turnout and that a good time was enjoyed by everyone—even those who didn't take home one of the beautiful draw prizes.

Ontario Point Demerit Plan Aimed At Decreasing Accidents

The Ontario Department of Transport has announced the details of the Demerit Point System for Ontario automobile and truck drivers which will come into effect February 1st, 1959. The information below, released by the Department, is published in the hope that a thorough understanding of the point system, before the plan becomes effective, will be helpful to Avroite motorists.

The Demerit Point System is being introduced in an effort to control the chronic accident-prone driver. It should not affect those motor vehicle operators who practice the rules of highway safety and who, it is believed, constitute the majority.

How the Point System Works

Points will be added to the driving record of a motorist upon conviction for driving offences in accordance with the schedule on the inside fold.

The accumulation of 12 points within a 2 year period will bring suspension of the privilege of driving for three months. An additional 12 point accumulation within a one year period will bring 6 months' suspension.

The purpose of the Point System is not to take drivers off the road, but rather to correct those with faulty driving habits. The Department will therefore make every effort to keep the number of suspensions to the minimum.

A driver with 6 points will receive a letter from the Ontario Department of Transport, advising him of his record and asking him to take steps to improve his driving.

When 9 points have accumulated, the motorist will be asked to attend an informal interview to show cause why his privilege to drive should not be suspended. This request will be made in a letter that states the time and place of the interview. He may be required to undergo a re-examination to determine his ability to drive. He may be placed on probation, or, have his licence suspended if his attitude reflects indifference to the responsibilities of operating a motor vehicle.

Points are deducted from the driver's record 2 years after the date of the conviction. A motorist whose driving privilege is suspended will begin with no points against his record after the period of suspension.

"Defence vs Defense"

(Continued from Page 3)

stations, they are likely to have a ground crew sergeant cheerily greet them with, "A Bowser will be along to your Dak in a minute." Having been flying an aircraft he knew officially as a "Sky Train" and affectionately as a "Gooney Bird", and completely surprised by "Bowser", he asks for a translation. "Dak" is short for Dakota, the RCAF nickname for their version of the cargo transport known commercially as a DC-3. The Bowser is the refueling truck made by the Bowser Company, Limited.

To provide a better understanding and greater appreciation of the RCAF's training program, the USAF's Air Training Command published a booklet several years ago entitled, "Training in the Royal Canadian Air Force". The authors of the various articles were members of the RCAF Training Command, and thus wrote with their own spelling such words as "programme", "centre", etc. None of the USAF copy or proof readers destroyed the character of the booklet by conforming to U.S. spelling.

These practices are routine to the air, military and naval forces who work with them. The general public, however, is apt to err. Newspaper linotypers for instance, frequently have "defense" precede "centre".

When the Air Defense Command's 64th Air Division (Defense) took over the headquarters building of the former Northeast Air Command at Pepperell AFB, Newfoundland, the bronze plaque by the door had to be recast to reflect the new owners. The contract was given to a local foundry and, naturally, was written with the U.S. spelling of defense. This was translated by the engraver to "defence". It has been decided to keep the plaque as is, for it visually reminds, as much as the Canadian red ensign flying beside the stars and stripes, that Canada is our partner in defence (whoops, defense).

Toronto RCAFA To Hold Anniversary Dinner

The Golden Anniversary of Flight Dinner sponsored by the Toronto Inter-Wing Committee of the RCAF Association will be held on Wednesday, February 25, 1959, in the Dining Room of the Queen Elizabeth Building, at the CNE.

Guest Speaker will be Gordon R. McGregor, President of Trans-Canada Airlines, and a pioneer in Canadian aviation.

New Teleprinter Cuts Communication Costs

The latest acquisition of office equipment in the Engineering Division is a teleprinter with an automatic party line station selector. This intriguing device is located in the Arrow Propect Office, and will provide more economic direct communication with Hughes Aircraft Company in Culver City, California, than the present system of telephone calls.

The operator types out the message to be transmitted, which evolves in the form of a perforated tape and is fed into the transmitter distributor at Avro. Through electrical impulses, the message is instantly received and translated to appear as type at Hughes Aircraft Company. A duplicate of the message is simultaneously produced at the sender's end for record purposes. The transmitted message is received at a rate of seventy-five words per minute.

If required, other stations can be added to link-up with Hughes. In this case any number of messages to different destinations may be prepared on the tape and be sent to the correct station without further attention.

Avroites Build Own Ultra-Light Planes

Ten members of Avro's Engineering Division help constitute the 35 members of the Toronto and District Chapter of the Experimental Aircraft Association. Altogether there are about eleven ultra-light aircraft being built in basements and garages by this group.

Avroite members are building two, one of which is the French-designed **Ganobie,** an all-wooden monoplane powered by a 22 hp engine, and capable of flying all day for about $4. Colin Pagan, Ernie Nemith and George Jacquermon, who are building the aircraft, contend the total outlay will amount to approximately $350.

50-Year Observance Plans Now Complete

Following is the official, now-completed, organization for the observance of this year of 1959 as the 50th year of progress and development of aviation in Canada:

The organization is headed up by a National Coordinating Council with head office in the facilities of the Canadian Aeronautical Institute at 77 Metcalfe Street, Ottawa. The Council comprises the following organizations:

- The Air Industries and Transport Association
- The Royal Canadian Air Force
- The Canadian Army
- The National Research Council
- The Canadian Aeronautical Institute
- The Royal Canadian Navy
- The Royal Canadian Flying Clubs Association
- The Air Cadet League of Canada
- The Department of Transport
- The Royal Canadian Air Force Association
- The Aviation Writers Association
- The Canadian Owners and Pilots Association

Following is the Executive Committee of the National Coordinating Council:

President: Gordon J. Stringer, Air Industries and Transport Association. **Vice-President:** Arthur H. Stewart, Air Industries and Transport Association. Roy Kervin, Aviation Writers Association. Squadron Leader Roy Wood, Department of National Defence. Wing Commander Harold Pearce, National Coordinator. **Secretary Treasurer:** H. Charles Luttman, Canadian Aeronautical Institute.

Following are some of the Chairmen of local committees across Canada from Vancouver to St. John's, Newfoundland:

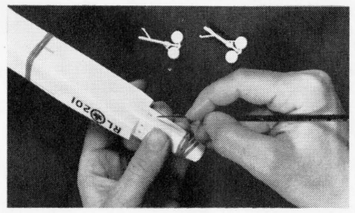
TORONTO, ONT.—A/M W. A. Curtis, E.D., C.B., C.B.E., D.S.C., LL.D., A. V. Roe Canada Limited. VANCOUVER, B.C.—G. W. G. McConachie, Canadian Pacific Air Lines Limited. OTTAWA, ONT.—Charles Raymond, 1448 Woodward Avenue. LONDON, ONT.—W. E. Corfield, John Labatt Limited. WINNIPEG, MAN.—H. R. Screaton, Canadian Owners & Pilots Association. MOOSE JAW, SASK.—J. A. deRosenroll, K. J. Henderson Company Limited. CALGARY, ALTA.—A/C R. C. Gordon, Canadian Pacific Airlines. BADDECK, N.S.—D. D. B. MacLeod, Department of Highways. SYDNEY, N.S.—W. P. Sampson, 27 Howe Street.

Arrow Model Kit Now Available

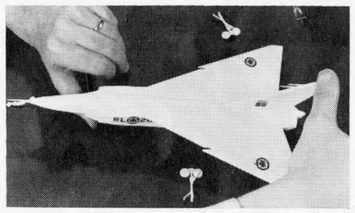
ONE OF THE WORLD'S LARGEST manufacturers of plastic scale model airplane kits—Aurora Plastics Inc. of New York—released a kit of the Arrow to its dealers in Canada this week. Simultaneously, the Arrow kits were released to U.S. retail hobby shops for American enthusiasts. This marks the first time that a plastic model kit of a Canadian airplane has been produced anywhere.

Selling price of the Arrow kit in Canada is $1.95, and the kit includes everything to assemble a detailed model of the Arrow except cement and paint. These can be obtained at a nominal fee from the dealers who sell the kit.

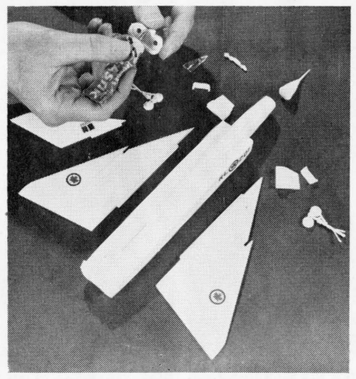
Aurora Plastics officials have informed Newsmagazine that the company will make an initial production run of a quarter of a million Arrow kits for distribution in Canada and the USA. They expect at first to sell more in Canada, but are hopeful of continually increasing interest in the Arrow model among American hobbyists.



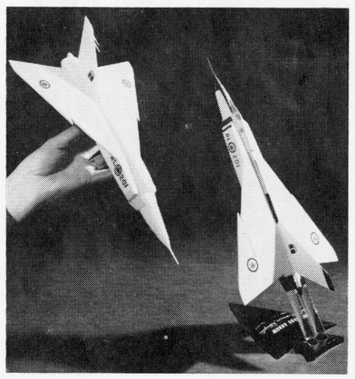
1 Initial steps in assembling the Arrow include: affixing the decals, assembling undercarriage components and cementing the fuselage halves together and holding them to set with elastics.



3 Model begins to take shape with installation of wings. Next, for those who want to go into this detail, is the tricycle undercarriage installation. After that comes the vertical tail.



2 Next: install top tail panel, cement tail cones to fuselage, locate and cement jet intake baffles to fuselage, cement intake segments to baffles, install nose cone and probe.



4 Finally, put the base together and mount the model on it. The finished model is seen above left—without undercarriage—compared to an official Avro desk model.

SPORTS REVIEW

By Stan Linnard

HOCKEY FESTIVAL—Avro and **Orenda's** big **Annual Hockey Festival** night is drawing closer and both clubs are working to iron out the numerous details.

This is a night that all Avroites should be looking forward to with enthusiasm. Besides the many valuable prizes, it makes for a big night in hockey and entertainment.

Coach **Ben Chapman** of Avro will soon be picking his team and you can bet that Ben will have a hard checking squad. Chappie knows his hockey and has had his eye on the boys in our house league.

Along with the big game will be a pee-wee game between sons of members of both clubs. Boys 8-9-10 and under 11 are competing to make this team. The thrill these youngsters get in having the opportunity to play in **Maple Leaf Gardens** is worth all the preparations. By press time, **Bill Wilson** will have had these youngsters out on their first practice.

Jim McIntyre has had some Avro girls out to try for the Girls' team. Both clubs have opened the try-outs to include wives of employees as well as employees. This should give more scope and any recreation club member whose wife can skate will be welcome at these trials.

The date for the big night is **Friday, March 6th,** and tickets are now on sale. Each Recreation Committee member has an equal number of reserved seats. To insure the best, order your tickets early. The plant bulletin boards will keep employees posted on all developments.

* * *

BASKETBALL — Avro's basketball club in the Mount Dennis Industrial League are gradually improving their position. By defeating Dominion Stores 42-28 they became tied for second place. In this game **Jack Robinson** led the point getters with 12; **John Wood** had 9; **Stan Henderson**, 8; **Jim Gifford,** 7; and **Al Porter,** 6.

In a close one with Canadian Oil it was Avro 46 Canadian Oil 38. **Gord Dundam** led the scoring with 14 points in this game, **John Fennel** was right behind with 13 and the impressive **Stan Henderson** scored 12.

* * *

HOCKEY—Flyers edged out **Aces** 1-0 with only 15 seconds to go. **Lund,** on an assist from **Cavender** and **Foster,** scored the lone goal.

Biltmores downed the league-leading **Bruins** 6-2. Leading goal-getter **John Irons** scored 3 in this game. **Groombridge, Turnbull** and **Norton** all had singles. **Smith** and **Fisher** were the scorers for Bruins.

Aces upset the Biltmores 3-1 with **Hurst, Jennings** and **McCaffery** scoring for Aces. **Irons** scored Bilts lone tally on an assist from **Haynes.**

Bruins and Flyers battled to a 3 all tie. Bruins led all the way but tired in the last period. **Fisher, Burton** and **Harvey** clicked for Bruins; **Surtell, Lund** and **Moffat** for Flyers. **Nichols** of the Flyers earned 2 assists in this game.

Still leading in goals scored are **John Irons,** with 19; while **Gord McCaffery** and **Bill Smith** are tied with 13. Showing the way in assists are **Ron Burton** and **Don Chard** with 9 each, **Butch Fisher** and **Stan Surtell** with 8; **Bob Mitchell** has 7, and **Hal Lund** 6.

* * *

ANGLERS CLUB — Avro's Anglers Club at a recent meeting presented 1957 and 1958 fishing contest winners their trophies. There were nine winners in '57 contest with **June Brett's** 27 lb. Muskie taking top honours as the heaviest fish of the year. In '58 there were only 7 winners. No entries were submitted for brown trout or small mouth bass. Once again the muskie was tops with **Bob Turnbull's** 38 pounder. To this writer's knowledge this was the largest fish caught since these contests have been in progress. The club has lined up two ice-fishing trips for '59, one on January 30th, and the other on February 27th.

* * *

AARC ACTIVITIES — The recreation club have made arrangements for a Ski trip from February 27th to March 2nd, to be held at Whiteface, New York. Accommodation and transportation are included in the trip.

Avro **Gladiola Society** is making plans for '59 and have arranged their first meeting for January 30th.

Avro-Orenda **Bridge Club** are continually running tournaments and for those who enjoy cards, here is a good opportunity to meet new friends. All employees of Avro or Orenda are welcome at these parties.

Avro's **Soccer** team have started indoor training and we have hopes they will repeat their performance of last year when they won both the Metro League and the Innis Cup finals.

* * *

A traffic expert has said that if all the cars in the nation were put end to end some nut would pull out and try to pass them.

1957 WINNERS in the Anglers Club Fishing Contest are shown belatedly receiving their trophies recently. From left to right are: Howard Currie, AARC Convenor, Fred Hale, Leo Gadziola, John Brodie, Roy Leonard, Doug Randall, Ray Nutt.

1958 WINNERS in the Anglers Club Fishing Contest are seen getting their trophies at the same time as last year's winners. Left to right are: Stan Wood, Bob Turnbull, (Angler Club President) Gord Aldham, Cliff Ditchfield, Harold Brownridge.

Easily Removed

Flight Anniversary Decal For *Newsmagazine* Readers To Use On Auto Windows

As one of the many features of the upcoming observance of the 50th Anniversary of Flight in Canada, a publicity and advertising "crest", has been created and made into a Decal to be attached to car windows.

With each copy of this issue of *Newsmagazine*, one of these decals is attached lightly in the space on the left. They are easily removed by merely tearing them from the page.

For best display, it is suggested that the rear window of your car will do nicely. In this way, people following you in traffic can admire the fact that powered flight in Canada has come from the *Dart* to the *Arrow*.

For best results in attaching the decal to your car window follow the directions on the back headed "Directions for Inside Window".

MOVIES • BOOKS • TV • RADIO

Hear-See

THEATRE • MUSIC • RECORDS

By Elwy Yost

THE SILENT FILM: With the passing of **Cecil B. DeMille,** a "giant among giants" in the American Motion Picture Industry—he directed and produced **"The Squaw Man"** (1914), the first feature length film ever made, and 70 pictures later (1957) **"The Ten Commandments"** which so far has been the most expensive picture ever made ($15 million) . . . we are reminded, perhaps nostalgically, of the era of **The Silent Film.**

The brief memories distributed here for Avro oldsters (and youngsters with an interest in the beginning quarter century of this liveliest of arts) do not pertain specifically to DeMille productions. They serve, rather, to illustrate the age in which a Colossus was spawned:

"The Great Train Robbery" (circa 1903)— Edwin S. Porter produced this film on a modest budget and gave it a running time of about 16 minutes. Though in action and plot it was no more than a ten-cent thriller, it was the first motion picture to tell a story. One of its actors was the later, famous **"Broncho Billy" Anderson.**

"The Tramp" (circa 1914)—Here **Charlie Chaplin** came to public notice in his now legendary derby hat-baggy pants—and cane attire. A two reeler, it featured a memorable bit on a park bench in which Charlie, a down-and-out hobo who nonetheless retains all the dignity and suavity of an ambassador, meticulously selects a cigarette (a butt) from his cigarette case (a rolled-back sardine tin) with his gloved hand (fingerless gloves), taps it nonchalantly on the lid, then lights it.

"Intolerance" (circa 1916) —The late **David Wark Griffith** created this 3-hour epic following the financial success of **"Birth of A Nation".** The film, one of the "all-timers", told four distinct stories in an interwoven editing pattern: a 1916 factory problem culminating in a state hanging—the expulsion of the Huguenots in period France—the crucifixion of Christ—the Fall of Babylon. As the film progresses, the four separate sequences grow shorter and shorter until, in the climax, in an insane maelstrome of 3-second shots, we leap wildly over the centuries cutting from Christ being nailed to the Cross on Calvary to a train speeding across Twentieth Century America to chariots wheeling madly along the parapet walls of Babylon to butcherings in the streets of Paris.

CLASSIFIED ADS

This want ad service is offered free of charge to employees only. Turn all ads in to EMPLOYEE SERVICES DEPT. and not AVRO NEWS. Include your name, home address and house telephone number, in that order, with your ad. No Avro Aircraft local telephone numbers can be published. Ads will be repeated once only on renewal of the ad.

ARTICLES FOR SALE

SIX buckle-on tire chains, 50c each. G. S. McKee, Meadowvale. Phone GL 1-2648 after 5 pm.

TYPEWRITER in A-1 condition. Phone CH 4-8466.

CAR Radio, 1951 Chevrolet custom radio and rear speaker, antenna, cost $140, offers around $60. Phone R. W. Barker, LE 4-8314.

DIVING Lung. One-hour submersion, tank 2400 p.s., single stage regulator, safety valve, harness, also dry suit. Lung cost $149.50. Sell for $70 or best offer. Phone L. C. Sloss, RO 6-6915.

BLONDE Coffee table — $10. Book shelves—$10. New auto clock radio, turquoise $20. Car roof top carrier $10. Phone BU 6-4726.

TWIN stroller, aluminum frame (Lloyd) good condition. Phone CH 4-0722.

BASSINETTE, with firm new mattress and rubber sheet, sturdy—$4. Parcel carrying buggy with two wheels, good condition. $2. Oil-filter, with holder and new oil-lines in excellent condition, off a '55 Chev. $3. Phone BA 1-3767.

KELVINATOR frig, excellent condition, about 7-9 cu. ft. Phone BU 6-2259 after 4.30 pm.

FULL size electric cooker. $20. Phone TR 7-9773.

CAMERAS like new, used very little, reasonable for quick sale. Kodak Brownie Movie F 1.9 lens. Also Kodak Pony 135 m with leather case. Phone BE 3-6557.

UNDERWOOD portable typewriter with standard keyboard—1957 model as new, $75. Phone GL 1-4135.

CONTENTS of apartment for sale. Phone BU 6-2867.

FENDEA, deluxe amplifier, 16 watt output. One year old. Phone GL 1-0738.

RIFLE—Savage "300" Xmas present (new). Worth $118, sell for $85 or best offer. Phone CL 9-5344.

CARS FOR SALE

1956 VOLKSWAGEN panel truck only 2,500 miles, single new engine. Five standard and two snow tires. G. McKee, Meadowvale, Phone GL 1-2648 after 5 pm.

1952 CHEV. DELUXE, four door in good condition. $425. No offers. Stan Hall, TU 4-4397.

WANTED

GENT'S R.H. Golf Clubs. Phone Bob at HU 1-5859.

FULL-SIZED crib and baby's high chair. Phone RU 1-3815.

SADDLE Bags to fit Royal Enfield Twin. Phone CH 1-7454.

TWO large steamer trunks, good condition, essential. Phone CR. 8-0147.

PROPERTY FOR SALE

EIGHT room house, large lot, garage. Jane and 401 area. Two room apartment now renting. For information phone CH 4-8466.

SIX room brick bungalow in Georgetown. Three bedrooms, half-tiled bathroom, fully decorated, separate garage. 100 x 60 ft. lot. Nice garden. Carries for $77.—price $12,800. Down payment arranged. Phone TR 7-9296.

MISCELLANEOUS

WOULD any witness to automobile accident on Highway No. 7 near 4th line on November 28th, 1958, at about 2.30 p.m., please contact Tom Haddock, R.R. No. 1, 5th line, Malton, Ontario.

THE Family of the late Mr. Anthony McGraw wishes to extend their deepest gratitude and appreciation to his friends and fellow workers at Avro Aircraft for their messages of sympathy, floral tributes and many acts of kindness during their immediate bereavement.

ACCOMMODATION AVAILABLE

THREE bedroom brick bungalow in Georgetown with large frig and stove. Phone Brampton—GL 1-2777.

BACHELOR apartment sublet. Yonge and City Limits. Available March 23rd. Lease ends Nov. 1st, 1959, one month free rent. Phone HU-1-8344.

ONE bedroom apartment in modern building. Jane and Wilson. Coloured bathroom, free parking. $85 per month. Six months lease if required. Phone CH 4-1373.

BRIGHT modern apartment, one bedroom. Garage included in low rental. Jane and Wilson area. Phone CH 6-5196 after 6 pm.

ONE large unfurnished room for rent. 211 King Street, Weston. Phone after 7 pm. CH 6-2207.

THREE bedroom modern home for rent, country living with all city conveniences. At Derry West, 400 ft. from city bus. Phone GL 1-2908.

ONE bedroom house for rent. Full basement, oil heat, one mile from Caledon East on large private estate with private lake, 25 mins. to Avro. $70 per month. N. Schofield. Phone Bolton 651-W-2.

THREE roomed basement apartment with bath. Semi-private entrance. Wood-tile floor—damp proof. 10 min. from work. Phone BE 3-6557.

MODERN one bedroom unfurnished apartment in Malton. Phone BU 6-2867.

WESTON — centrally located. Two room apartment, furnished, fully equipped. Suit business couple. Phone CH 4-1315.